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The China Mail.

ESTABLISHED 1845

August 23, 1919, Temperature 79.

Rainfall 0.01 in.

Humidity 93.

August 23, 1918, Temperature 79

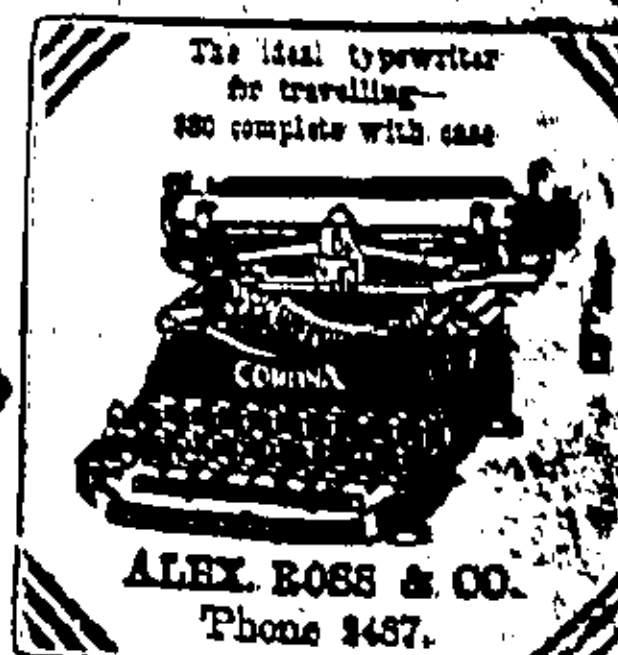
No. 17,549.

號三廿月八年九十壹百九千壹英

HONGKONG, SATURDAY, AUGUST 23, 1919.

日八廿月七未己亥年八國民華中

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EARLIER TELEGRAM.

(Reuter's Service to the China Mail.)

A FAKE APPEAL.

INTERNAL EVIDENCE NOT
RUSSIAN AUTHORSHIP.

SOMETHING LIKE DR. JAMESON'S
TELEGRAM.

ARCHANGEL, August 20th.
Another piteous appeal has been directed by the representatives of the entire population of Northern Russia to the Allied Democracies, not to leave them to the mercy of the Bolsheviks.
The appeal says:—"When your troops arrived with words of encouragement, we believed you. We believed the work began would be carried on, and that you were our moral support, but we were mistaken. You are recalling your men, half of whom are Volunteers who came to our assistance in the name of humanity. And to think that your Volunteers could save us from massacre, starvation, and ruin. Representatives of democracy appeal to you to think what your action entails. We appeal to your feelings of human justice. The victory of Bolshevism means death to us. For the sake of sanctity and human life you must leave your forces here, so that in the last hour of our trial you may in humanity save those of us who are still alive. We ask you to bear this cry of despair and pain."

CHINESE TELEGRAMS

[Translated for the China Mail
from the Wah Tsz Yat Po.]

THE NORTH DELEGATES
COMING.

SHANGHAI, Aug. 22.
The newly-appointed peace delegates of the North have decided to proceed to Shanghai within a week's time.

THE ALLIES WON'T HELP
CHINA.

The Chinese Minister at Paris telegraphed to the Cabinet that the alterations of the five clauses concerning China in the Austrian Peace Treaty are all against China. The Allies give no help in the matter. He asks the Government for instructions as to how he should act.

THE AMERICAN MINISTER AND
HIS SUCCESSOR.

Dr. Reinsch, the American Minister at Peking, who is going to leave for home, has had an interview with Chin Link, the Acting Minister of Foreign Affairs, to discuss the questions of the League of Nations, etc. The American Minister expressed the opinion that the present American attitude towards China will not be affected by his departure.

THE CHINESE MINISTER TO
JAPAN.

Lau Yan Kang telegraphed declining to accept the post as Minister to Japan. The question as to who should fill the gap is still undecided.

HONGKONG CHAMBER OF
COMMERCE

The market report dated August 22 has these:

Cotton Piece Goods and Fancy Cotton Goods.—The continued advance in exchange has restricted operations during the interval. Nevertheless sales of Staples and Fancy Goods have been effected on a fair scale.

Cotton Yarn.—Owing to a heavy decline in the price of cotton, dealers have curtailed their operations to a few hundred bales which were done at declining rates. Higher counts maintained their position, but at the close prices are weak all round. Quotations are:—No. 10s at \$22 1/2; No. 12s at \$23 1/2; No. 16s at \$28 1/2; No. 20s at \$31 1/2; No. 24s at \$34 1/2. Arrivals 4,500 bales. Sales 500 bales. Shipments nil. Unsold 3,000 bales. Bargains 22,000 bales.

Woolens.—Market firm but business very small. Some sales of black worsted stockings are reported.

Raw Cottons.—Indian staples have declined heavily while Chinese qualities are somewhat easier. Nominal quotations for Indian are \$41/55 and Chinese \$46/55 per picul.

Metals.—Business dull.

Flour Market Report.—Stock:—About 200,000 sacks. Quotations:—American Patent \$3.95 per sack, American Cut off, American Straight, Japanese 2nd Patent (old stock), Japanese 3rd Patent, Japanese Straight, Shanghai Flour 2nd \$3.20 per sack, Shanghai Flour 3rd, Australian No. 1 \$3.40 per sack, Australian No. 2 \$3.15 per sack, Australian No. 3.

THE TROUBLE WITH MEXICO.

IT IS WORSE THAN BANDITS.
ROTTEN GRAFT PERMEATES
OFFICIAL LIFE.

President Carranza does not steal. He probably would prevent stealing if he could. Should, however, he make any serious attempt to do so he knows that he would promptly cease to be President. Official life in Mexico is permeated with graft, from which respectable Mexicans suffer far more than we. They are in deadly fear of the bandits which infest many parts of the country and which any honest and resolute Mexican government could wipe off the earth in a very short time.

The Carranzistas are about as bad as the Villistas. They are all of the same piece and individuals seem to freely interchange between them as one or the other seems to offer the best prospects for loot. The incident at Tampico, supposed to be in complete control of the Carranzistas, where a battalion of American sailors were held up and robbed, was never worked upon and our State Department wants an "explanation" right away. Doubtless an explanation will be forthcoming. Explanations are one of Carranza's strong points.

The fact is that all Mexicans have utter contempt for Americans and especially for the wobbly American Government. It emits great volumes of talk and nothing comes of it. It will be noted that British residents in Mexico are seldom molested. That is because the British Government talks little and acts promptly. The Germans, of course, are the specially favoured ones, but the British are respected. We are not. There will be abundant diplomatic "representations" about the Tampico incident and nothing else.

We want no Mexican territory in the sense that we shall exercise any kind of pressure to get it. "If the Mexican people wish or are willing to get rid of their verminiform appendix, which we call Lower California, we will pay them a good deal more than it is worth. If they decline to sell, that will settle it. The peninsula is practically independent and we get on nicely with its Governor."

But while we fully recognize the right of the Mexican people to self-determine, even to the extent of graft and banditry, if they like those institutions, we demand that Mexicans let us alone, comply with their treaties and respect and protect Americans lawfully in Mexico and their property lawfully acquired. What the American Government will do nobody knows. Probably nothing, as usual.

Official graft in Mexico is easy and continuous. A favourite method is to allege some minor infraction of Mexican law, hale the victim before the local official, make it apparent that there is intention to convict, and intimate that the "offence" will be overlooked if an adequate sum is promptly paid into an alleged "treasury." It is all done in the open. The victims come through. They know they need expect no help from Washington.—San Francisco Chronicle.

HONGKONG THEATRE.

During the week the rest of the episodes of "The Moon Child" will not be screened owing to the late arrival of steamers. From to-day, at 9.15 p.m., the magnificent panoramic feature "The Explorer," in five parts, will be screened up to the 26th inst. This exceptional grand picture represents the lives of the exploration party and the romantic qualities which have won great fame. This romance is the work of the famous English dramatist, William Somerset Maugham, greedily appreciated throughout Europe and America; therefore we should not miss it. During the 7.15 p.m. performances the 18th, 14th and 15th episodes of the "Bull's Eye" will be shown. New comedies and special comedies will be given at intervals.

SHANGHAI COUNCIL'S OFFER.

An innovation is announced in a letter from Mr. Edward White, Acting Chairman of the Council, to Mr. Chu Lai-long, namely that the Finance Committee will henceforward be prepared to consult with a representative Chinese committee in matters of taxation.

THE TEMPERATURE OF CHINA COAST PORTS.

It is a commonly accepted belief that the temperature of the ports on the Indian coast are much higher than those of China and it comes somewhat as a surprise to find that, during the two hottest months of the year on both coasts, July and August, the temperatures shown at ports of the China coast are considerably higher than those of India. This is the more remarkable in view of the fact that Hongkong is in practically the same latitude as Calcutta while Swatow, Foochow, Shanghai and Tientsin lie to the North, whereas Chittagong, Rangoon, Cochin and Colombo are South of Calcutta. Taking Calcutta and Hongkong as the two bases, it is seen, therefore, that the line of temperatures on the China coast run North while those on the Indian coast run South.

It is possible that, at one port, the maximum, though higher than at another port, was only maintained for a brief period, while the second port, though showing a lower maximum temperature, might have been actually hotter as regards personal discomfort owing to the temperature remaining nearer the maximum for a longer time. Thus, one port may show a maximum temperature of 98° at, say, 3 p.m. while the temperature at 9 p.m. and 7 p.m. is only 84° whereas another with a maximum temperature of 94° may have a morning and evening temperature of 90°.

Comparisons are further vitiated by the absence of data of humidity which, almost as much as temperature, affects personal discomfort. This, however, depending as it does on temperature combined with humidity, is not capable of being used for comparisons since a place may have a temperature of 98° and a degree of saturation of 80 per cent, whereas another may have a temperature of 90° and 96 per cent of saturation. It is difficult to decide which of these two would be the worse from the point of view of personal discomfort.

As means of comparison, therefore, it is possible to take only one standard and in this case—the average highest temperature reached by each port over a large number of years has been adopted.

It is seen that the highest temperature of all the ports dealt with, Indian or Chinese, is found at Shanghai on July 31, while Foochow, from July 11 to August 20, runs it a close second. Both these places, it will be observed, are situated on rivers some distance from the sea. Hongkong, though 9° further south than Shanghai, does not attain nearly the same height of temperature the maximum being 7° lower. Swatow comes next then Foochow, Tientsin below that and Hanoi next.

It is worthy of remark that the difference of temperature between all ports of the China coast during midsummer, from Hongkong in the north, is very small and that many of the northern ports are actually hotter than others nearer the Equator. This lends force to the contention that all ports on the coast are equally hot in the height of summer, the only difference being in the duration of the hot spell, this decreasing rapidly with increase of latitude.

It is also noticeable that the whole group of Indian ports show lower maximum temperatures than those of China, the curve showing smaller variations, proving the climate to be more equable. Of all, Chittagong and Colombo appear the best, the maximum temperature varying only about two degrees during the three months dealt with, while those of China coast ports, and particularly Shanghai and Hongkong, rise and fall in more violent fluctuations.

A CRICKET STORY.

The Oxford and Cambridge cricket match dates from 1827, but Bishop Charles Wordsworth, to whose initiative this annual fixture was mainly due, could not remember the exact day on which the first match was played. He was sure the date must have been during Oxford term-time, because he had to obtain permission from the Dean of Christ Church to go to London. His conscience, he confessed, when he became Bishop of St. Andrews, sometimes smote him when he remembered how he got that permission. He could not give the "real reason" to him, so he told the Dean that he wanted to "consult a dentist." This "piece of jest" was well understood on both sides, and adds Bishop Wordsworth, "Longley, my tutor—the future Prime—was privy to it." So here we are confronted with the ethical problem—as old as Plato—whether it is ever right to tell a lie for a just cause. In this case a future bishop and archbishop both gave an affirmative decision, and considered the present cricket match "a just cause."

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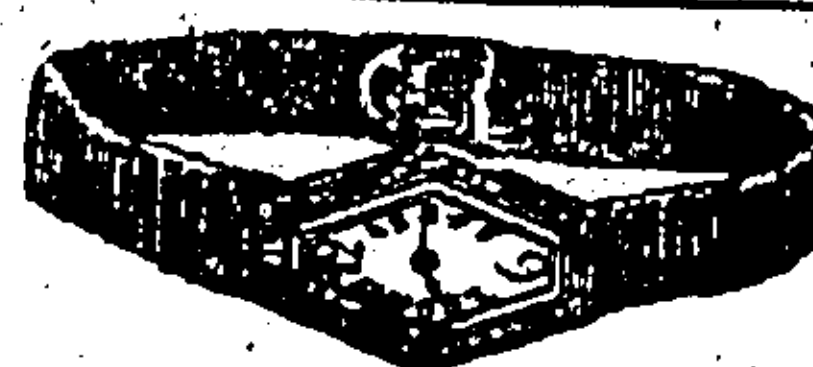
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To Reduce our War Stocks,
We Reduce Prices.

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REDUCTION SALE.

"We ordered and ordered during War, to make sure of having enough for our Customers."

"Stuff keeps coming and coming during Peace, so that we have too much."

"So its GOING, GOING, GOING at Give-away Prices."

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THE Undersigned has received instructions to sell by Public Auction,

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A Quantity of Scotch

STEEL PLATES.

3 pieces 6' x 20' x 9/16"

3 do 6' x 20' x 1/2"

4 do 6' x 20' x 3/8"

35 do 6' x 20' x 5/16"

10 do 6' x 20' x 9/32"

On view from Sunday, the 24th inst.

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer,

Hongkong, August 21, 1919.

on

TUESDAY, August 26, 1919,

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A Quantity of

TENNIS BALLS.

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Comprising:—

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Also

35 dozen Miller & Taylor "M & T"

(Hoff Balls, New).

Terms: Cash on delivery.

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One Oliver No. 5.

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(22 in. carriage).

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G. R.

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Trading, with the Enemy
Ordinance, 1914 to 1919.

THE Custodian of Enemy Property, Hongkong, has for sale by Private Tender the following number of shares in the undertaking of the Hongkong and Whampoa Dock Company Limited, namely, 290 (Two hundred and ninety) Ordinary shares in respect of the capital of the said Company as existing prior to its increase in 1915 and 57 (Fifty seven) Ordinary shares (being the rights in respect of the said 290 shares) in respect of the capital of the said Company as increased in 1915.

Tenders for the above will be received up to and including the 10th day of September, 1919.

Particulars, Forms of Tender and Conditions may be obtained from the Custodian of Enemy Property, Hongkong, at the Treasury, Hongkong, or from Messrs. Deacon, Lockyer, Deacon and Harston, Solicitors, 1 Des Voeux Road Central, Hongkong.

By Order,
C. McI. MESSER,
Custodian of Enemy Property,
Hongkong.

Hongkong, August 15, 1919.

G. R.

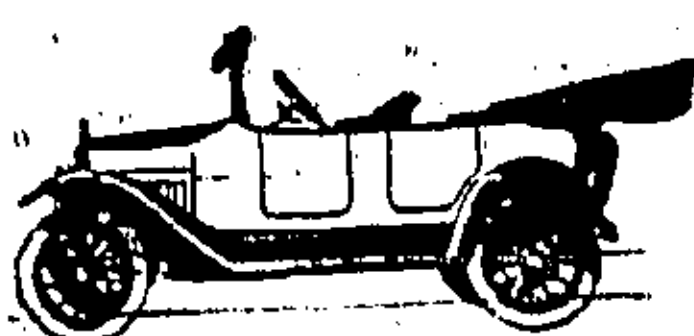
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ALL PERSONS with the exception of those of Chinese race desiring to leave the Colony for places other than Canton, West River or Macao should apply in person for permission to do so at the PASS OFFICE, Post Office Building between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

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NO. 77

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SLOUGH WASTE.**COMMITTEE'S FINDINGS.**

The full report was published recently of the Joint Committee of Peers and M.P.'s on the Slough motor depot. The following revelations are notable.

The principal delay in starting the scheme was between August 2, 1917, and February 12, 1918, during which period the whole matter remained within the four walls of the War Office.

It is clear that the delay was responsible for two very serious consequences. It was the cause of the failure of the scheme as a war measure, the urgency of which has been fully revealed in evidence. The delay was also the cause of the waste of large sums of public money.

Thousands of vehicles were left to rot at Kempton Park and other places waiting for the repair shop which never came into being. Had it been possible to deal with these vehicles promptly, the cost of repair would have been minimised and the expenditure upon new vehicles reduced.

There appears to be no good reason why the procedure in the War Office should not have been expedited. The Committee are satisfied that the delays are mainly responsible for the lamentable waste of public money and for the failure to have the works available during the war.

WHO LOST THE FILES?

The Committee have not been supplied with War Office files carrying the history beyond the summer of 1917. It is stated that these files cannot be found. It has therefore been impossible to follow up the responsibility for delay in that department.

After the armistice the argument of Lord Inverforth (Mr. Andrew Weir) was that the depot was now to be constructed because "the repair shops would be a paying proposition from a financial point of view, even after making liberal allowance for writing down the capital expenditure involved." But he considered that the scheme was not a profitable one, and that the estimate of profit should not be published in the public interest, and they were dealt with in camera by the Committee. The estimates, however, were less sanguine than those in a statement communicated to the Press by the Disposal Board on June 18 last, and on that proceeding the Committee refrain from comment, except that the necessity for secrecy is not very clear.

From an independent examination it appears that the margin of profit on repair for the first year will be below the War Office estimate. After the first year no reliable estimate can be made.

The problem to be faced at the armistice was stated by Lord Inverforth as either abandonment of the depot, restoration to its primitive

condition being implied, or else perseverance with the scheme. In the opinion of the Committee there was a third choice, which was apparently not considered by the War Office. It appears almost certain that a purchaser could have been found for the works in their embryonic state.

Lord Inverforth stated that an offer to purchase "at a cost plus a profit" has been received by the Government. There is every reason to suppose that as such an offer has been made when the works are far advanced one would also have been forthcoming at the early stage, when the works were more easily adaptable to any specific requirements. It is the view of this Committee that the question of sale or continuance should have at any rate been considered by War Office when hostilities ceased.

The Committee are satisfied that the attractive estimates of large profits presented to Parliament by Lord Inverforth and supported in evidence to this Committee were too readily accepted by him, and without sufficient independent examination.

GIVE A MAN A FREE HAND.

At present it is too late to turn back. The result is that the nation is in possession of an elaborate and costly factory, partially completed. It carries with it a commercial undertaking of which the financial aspects have, in the opinion of the Committee, been insufficiently considered. And this undertaking is based upon a calculation of profit which was presented to the Committee as its justification, but which, in fact, is unlikely to be realised.

"The figures will not be obtained unless the Slough Repair Shop is run on commercial lines and free from the special administrative charges usually incidental to the supervision of a Government Department. The general manager will require a very free hand and a large salary if a competent man for pushing on output and keeping down costs is to be obtained, and he and at least two other of the heads should be in some way remunerated by commission, however alien this practice may be to Government Departments. They feel very strongly that the scheme has no chance of success unless it is carried out upon the ordinary commercial lines and subject to the degree of pressure usual in competitive business."

THE MCALPINE CONTRACT.

As to the contract, Lord Inverforth appears to have decided at once that Sir Robert McAlpine was "the best man for the job." The arrangement was made before any other contractor had seen the site. It would have been desirable that the usual practice of public departments should have been adhered to, and that the claims of competitive contractors should have been more closely examined. The Committee, however, see no reason to criticise the terms of the contract.

LORD INVERFORTH'S WAY.
Finally Lord Inverforth's part is thus described:—Having become a "branch manager" in a Government Department, he foresaw at the outset a use for the Slough Depot, which he was prepared to justify when he succeeded to the control of each of the successive services for which his mind had conceived it.

When the first sod was turned, he was responsible, as Surveyor-General of Supply, for the needs of the Army, and he pressed the scheme forward for war purposes. The Permanent Secretary to the War Office and the Secretary for War, Lord Derby, placed it on record that it was not within their province to provide for demobilisation.

When the armistice came about, he decided to continue the work, justifying this action by the anticipation that when he became Minister of Munitions he would carry out the policy of repair before sale. He did not intervene when his Mechanical Transport Board prepared their own views to those of the Select Committee on National Expenditure. When he became Minister of Munitions in January 1919 he hardly lost a day in adopting and pressing his policy forward.

His Disposal Board did not accept an important limitation as to repairs recommended by technical advisers of the Board. For the distant future Lord Inverforth, though it is not within his province, is satisfied that if Parliament should set up a Minister of Supply to succeed the Minister of Munitions, that Minister will endorse the policy of a central depot for all Government-owned vehicles. But the Departments concerned have not yet been consulted.

MAY JUSTIFY ITSELF.

To sum up, the decision to continue the works after the armistice has not been justified. It is essential to repair a certain number of surplus vehicles before sale, and it would be economical to continue so long as the repairs are not executed at a loss. This must depend upon the market for new and second-hand vehicles.

That work will occupy the Crippenham depot probably at the outside three years. The Committee have been unable to accept Lord Inverforth's figures showing that the depot would pay or nearly pay for itself in that time. His anticipations of other uses have as yet taken no definite shape, yet the depot may prove to be a national necessity and asset, and his action in disregarding the ordinary departmental limitations may justify itself. At the end of two or three years the Government as a whole should carefully re-examine the question.

FOR A WEAK STOMACH.

A general rule all you need to do is to adopt a diet suited to your age and occupation, and to keep your bowels regular. When you feel that you have eaten too much and when constipated, take one of Chamberlain's Tablets for sale By All Chemists and Storekeepers.

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THE BEST TIFFINS AND DINNERS.**FILLET HADDUCKS.****ICES AND ICED DRINKS.****CAKES AND PASTRIES.**

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CHOCOLATES
Plain Swiss Vanilla Chocolate 50 cts. per lb.
Home-Made Assorted Chocolate 50 cts. per lb.
Herb's Nestle's and Borden's Chocolate 25 cts. per lb.
California Star Chocolate 25 cts. per lb.
American Chocolate 25 cts. per lb.
Imperial Cocoa 40 cts. per lb.
Fruit-Ex Chocolate 50 cts. per lb.
Chirwell Breakfast Cocoa 50 cts. per lb.

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HONGKONG.
PUBLIC AUCTIONS.

THE Undersigned have received
Instructions to sell by Public
Auction
(For Account of the Concerned),

MONDAY,
August 25, 1919, at 2.30 p.m.,
at The Army Service Corps
"Boat Shed"
180 Bags Rice,
35 Cases Ghee,
42 " Canned Meats,
23 " Dried Vegetables,
And
Several lots of Garlic, Atta, Parboiled
Rice, Parboiled Gram, Ginger, Concentrated
Soups,
&c., &c.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, August 22, 1919.

(FOR ACCOUNT OF THE CONCERNED),
ON
TUESDAY,
August 26, 1919, commencing
at 2.30 p.m., at their Sales Rooms,
No. 8, Des Voeux Road, Corner of
Ice House Street,
USEFUL HOUSEHOLD FURNI-
TURE, A NUMBER OF CARPETS,
GLASS AND PLATED WARE,
&c., &c.
As follows:—
Large Chesterfield Sofa, Arm-chairs
(new), Folding Card and Occasional
Tables, One Upholstered Suite, Stained
Teakwood Bedroom Furniture, com-
prising Teakwood Twin Bedsteads,
large and small Wardrobes, Dressing
Tables, Washstands, &c., (Juno's
Teakwood), Slideboards, Dinner
Waggon, Extension Dining Tables and
Chairs, &c., Dinner Services, Crockery,
and Glass Ware, Cooking Stoves,
Cutlery, &c. Bath Room Utensils,
Electro-Plated Ware,
Electric Reading Lamps, Teakwood
Screens, a quantity of Blackwood
Furniture, Blackwood Fire Screens, &c.,
Slide Tables, Chairs, Cabinets, Pictures
&c., Several Carpets new and second-
hand.
Also
Two Pianos.
(Full Particulars from Catalogue).
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, August 20, 1919.

(FOR ACCOUNT OF THE CONCERNED),
ON
TUESDAY,
August 26, 1919, commencing at 2.30
p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street,
A LARGE ASSORTMENT OF
USEFUL HOUSEHOLD LINENS,
DRAWN WORK, & EMBROIDERIES,
Comprising:—
HOUSEHOLD LINENS:—Single and
Double Plain and Hemstitched Sheets,
Pillow Cases, Double White Satin Quilts,
Linen Unmarked Serviettes, Glass Cloths,
Bath Towels, Face Towels, &c., &c.
DRAWN WORK:—Bedspreads, Pillow
Cases, Tray Cloths, &c., &c.
EMBROIDERIES:—Bedspreads, Table
Covers, Tea Cloths, Runners 18 by 54 in.
Also
A few lots of Suit Cases and
Attache Cases.
(All new goods and small lots to suit
purchasers).
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Box 1 August 20, 1919.

(For account of the Concerned),
ON
TUESDAY,
August 26, 1919, at 10.30 a.m.,
Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street,
Several lots of
LINEN GOODS,
just arrived from Chicago.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Box 1 August 21, 1919.

PUBLIC AUCTIONS.

G. R. R.
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting
by Public Auction Sale, to be held on
MONDAY, the 25th day of August,
1919, at 3 p.m., at the Office of the
Public Works Department by Order of
His Excellency the Officer Administering
the Government, of One Lot of CROWN
LAND at North Point in the Colony of
Hongkong, for a term of 75 years, with the
option of renewal at a Crown Rent to be
fixed by the Surveyor of His Majesty the
King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of the Lot	Locality	Boundary Measurements	Contents in Sq. Ft.	Annual Rent	Useful Price
1	North Point	100 ft. by 100 ft.	10,000	100	10,000

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1	North Point	100 ft. by 100 ft.	10,000	100	10,000

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431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 1629, 1631, 1633, 1635, 1637, 1639, 1641, 1643, 1645, 1647, 1649, 1651, 1653, 1655, 1657, 1659, 1661, 1663, 1665, 1667, 1669, 1671, 1673, 1675, 1677, 1679, 1681, 1683, 1685, 1687, 1689, 1691, 1693, 1695, 1697, 1699, 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719, 1721, 1723, 1725, 1727, 1729, 1731, 1733, 1735, 1737, 1739, 1741, 1743, 1745, 1747, 1749, 1751, 1753, 1755, 1757, 1759, 1761, 1763, 1765, 1767, 1769, 1771, 1773, 1775, 1777, 1779, 1781, 1783, 1785, 1787, 1789, 1791, 1793, 1795, 1797, 1799, 1801, 1803, 1805, 1807, 1809, 1811, 1813, 1815, 1817, 1819, 1821, 1823, 1825, 1827, 1829, 1831, 1833, 1835, 1837, 1839, 1841, 1843, 1845, 1847, 1849, 1851, 1853, 1855, 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2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525, 2527, 2529, 2531, 2533, 2535, 2537, 2539, 2541, 2543, 2545, 2547, 2549, 2551, 2553, 2555, 2557, 2559, 2561, 2563, 2565, 2567, 2569, 2571, 2573, 2575, 2577, 2579, 2581, 2583, 2585, 2587, 2589, 2591, 2593, 2595, 2597, 2599, 2601, 2603, 2605, 2607, 2609, 2611, 2613, 2615, 2617, 2619, 2621, 2623, 2625, 2627, 2629, 2631, 2633, 2635, 2637, 2639, 2641, 2643, 2645, 2647, 2649, 2651, 2653, 2655, 2657, 2659, 2661, 2663, 2665, 2667, 2669, 2671, 2673, 2675, 2677, 2679, 2681, 2683, 2685, 2687, 2689, 2691, 2693, 2695, 2697, 2699, 2701, 2703, 2705, 2707, 2709, 2711, 2713, 2715, 2717, 2719, 2721, 2723, 2725, 2727, 2729, 2731, 2733, 2735, 2737, 2739, 2741, 2743, 2745, 2747, 2749, 2751, 2753, 2755, 2757, 2759, 2761, 2763, 2765, 2767, 2769, 2771, 2773, 2775, 2777, 2779, 2781, 2783, 2785, 2787, 2789, 2791, 2793, 2795, 2797, 2799, 2801, 2803, 2805, 2807, 2809, 2811, 2813, 2815, 2817, 2819, 2821, 2823, 2825, 2827, 2829, 2831, 2833, 2835, 2837, 2839, 2841, 2843, 2845, 2847, 2849, 2851, 2853, 2855, 2857, 2859, 2861, 2863, 2865, 2867, 2869, 2871, 2873, 2875, 2877, 2879, 2881, 2883, 2885, 2887, 2889, 2891, 2893, 2895, 2897, 2899, 2901, 2903, 2905, 2907, 2909, 2911, 2913, 2915, 2917, 2919, 2921, 2923, 2925, 2927, 2929, 2931, 2933, 2935, 2937, 2939, 2941, 2943, 2945, 2947, 2949, 2951, 2953, 2955, 2957, 2959, 2961, 2963, 2965, 2967, 2969, 2971, 2973, 2975, 2977, 2979, 2981, 2983, 2985, 2987, 2989, 2991, 2993, 2995, 2997, 2999, 3001, 3003, 3005, 3007, 3009, 3011, 3013, 3015, 3017, 3019, 3021, 3023, 3025, 3027, 3029, 3031, 3033, 3035, 3037, 3039, 3041, 3043, 3045, 3047, 3049, 3051, 3053, 3055, 3057, 3059, 3061, 3063, 3065, 3067, 3069, 3071, 3073, 3075, 3077, 3079, 3081, 3083, 3085, 3087, 3089, 3091, 3093, 3095, 3097, 3099, 3101, 3103, 3105, 3107, 3109, 3111, 3113, 3115, 3117, 3119, 3121, 3123, 3125, 3127, 3129, 3131, 3133, 3135, 3137, 3139, 3141, 3143, 3145, 3147, 3149, 3151, 3153, 3155, 3157, 3159, 3161, 3163, 3165, 3167, 3169, 3171, 3173, 3175, 3177, 3179, 3181, 3183, 3185, 3187, 3189, 3191, 3193, 3195, 3197, 3199, 3201, 3203, 3205, 3207, 3209, 3211, 3213, 3215, 3217, 3219, 3221, 3223, 3225, 3227, 3229, 3231, 3233, 3235, 3237, 3239, 3241, 3243, 3245, 3247, 3249, 3251, 3253, 3255, 3257, 3259, 3261, 3263, 3265, 3267, 3269, 3271, 3273, 3275, 3277, 3279, 3281, 3283, 3285, 3287, 3289, 3291, 3293, 3295, 3297, 3299, 3301, 3303, 3305, 3307, 3309, 3311, 3313, 3315, 3317, 3319, 3321, 3323, 3325, 3327, 3329, 3331, 3333, 3335, 3337, 3339, 3341, 3343, 3345, 3347, 3349, 3351, 3353, 3355, 3357, 3359, 3361, 3363, 3365, 3367, 3369, 3371, 3373, 3375, 3377, 3379, 3381, 338

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BIRTH.

MCCORMICK.—On August 11, at Shanghai, to Mr. and Mrs. A. F. McCormick, a son.

DEATH.

BARB E.—On August 14, at Shanghai, Emily Francis Antoinette Barbé, a native of Shanghai, H. Island, of the Chinese Customs Service, aged 35 years.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, SATURDAY, AUGUST 23, 1919.

WELL MEANING.

"I am satisfied," says Sir Albion Richardson, summing up his report after investigating the management of Wandsworth Jail by Major Blake, with particular reference to allegations about the treatment of "Conscientious Objectors." "I am satisfied after thorough investigation both into the charges made against him and into surrounding circumstances, that Major Blake has throughout acted with a single-minded desire to discharge the duty with which he was entrusted by the Prison Commissioners of restoring order in the prison." So are we. No one doubts it. A jail governor who addresses his prisoners as Major Blake admits he did is about as single-minded as a man can be. "I shouted: 'You damned mutinous swine, I have come down here to restore order, and if you do not behave yourselves I will give you hell.' And again, 'I rather think I said: 'March these noisy devils out of here, I won't have them disturbing the decently behaved prisoners.' We can imagine a single-minded Roman centurion addressing the Christian martyrs in the same spirit, as they marched, singing hymns, on their way to the flogs or to the stake. Noisy devils! He would not have them disturb the Emperor. Both doing their duty according to their lights, we may admit that readily, without thereby abandoning our right to deplore the dignity of their illumination. Major Blake, even had his outages been confined to outrageous words, was an objectionable type of militaristic bully, ignorant entirely of the inherent dignity of manhood apart from rank. One of his own class has 'whitewashed' him as well as his own defiant attitude would admit. The result is a bit 'screaky.' It is still more

than probable that after he threatened to 'give them hell' he kept his word, as an officer and a gentleman should. These types keep on appearing, and will always do so until the lesson taught by Robert Burns is thoroughly assimilated, and Bumble-don thoroughly snubbed. They mean well. They honestly believe they are in the right. We must allow that much. What they have to learn is that the British are further advanced in civilization than the Germans or the Russians, and that in so acting they are behind the times. They are still on the lower German or Russian level. When revolution comes, and decent people are shocked by the excesses of the revolting proletariat, it ought to be remembered that these well-meaning bullies are the prime cause of the excesses. The deeds of these scoundrels, and of the Bolsheviks, are the natural and almost inevitable sequel of a long series of Major Blakes.

THE TYPHOON AND THE GOVERNMENT.

The Hongkong Government, we understand, was not responsible for the typhoon. We notice a tendency to blame the Government, and to remind it that something should be done; but we cannot see our way to endorse this attitude. We commiserate Kowloon on being cut off from the world when typhoons rage, but we cannot see how it can be helped. So far as we can see, after careful consideration of the suggestion, it is really not practicable for the Government to erect a barrier out at sea to shut out these typhoons. The present prohibitive cost of building materials, for one thing, is against it. Moreover, the size of the undertaking is a difficulty. The great wall of China would be nothing to it, for there is no guarantee that the typhoon, which is a circumventing sort of arrangement, would not sneak in by a roundabout route. In this matter we are obliged, reluctantly, of course, but still in honour bound to admit that the Government has done nothing to deserve censure, and that it can do nothing to secure praise. These typhoons are too big for it, as well as for the censors who annually raise an outcry against their mischief.

CONFERENCE OF CHAMBERS OF COMMERCE.

On the suggestion of the Shanghai Chamber of Commerce, the Hongkong, Swatow, Amoy, Foochow, Chefoo, Newchwang, Mukden, Tientsin, and Peking Chambers of

Commerce have decided to send representatives to an annual conference. It is to be hoped this conference will be open to the Press, that is to say, exposed to public criticism, for there are signs that with the best intentions in the world these gentlemen are likely to be tempted to make some misleading representations to the Colonial and Foreign Offices at Home. It is often said, by people who know no other wisdom than the cliché, that there is no sentiment in business. It simply isn't true. Sometimes business men are the most sentimental of created things, and when sentiments are intense, there is hardly anything more dangerous. Men will die for an idea; they will murder for a sentiment. One fairly sound theory of the story of the Gadarene swine is that they were sentimental pigs. There are topics like the "Open Door" which the Conference can discuss with advantage, and the more publicity that discussion gets the greater will be that advantage. The Germans (says sentiment) are our enemies. The Japanese (says sentiment) are our Allies. The present "Open Door" may be more accurately described as a door ajar, and we ought to have more light on it.

LOCAL AND GENERAL.

To-day's dollar is worth 3s. 10 3/16d.

The s.s. "Katsuma-Maru" (Capt. K. Yamamoto) which cleared for Whampoa at 3 p.m., to-day took a cargo of coal for that port.

The s.s. "Wollwra" (Captain Maxwell) arrived from Kobe and Maki at 3.45 p.m. on the 20th inst., with a cargo of 2,700 tons of coal for Hongkong.

The s.s. "Africa Maru" (Capt. H. Yamamoto) which cleared for Victoria via Shanghai and Keelung at 5 p.m., to-day carried 3,000 tons of general cargo.

The s.s. "Hanoi" (Capt. Norman) arrived from Hoihow and Haiphong at 7 p.m. on the 21st inst. with 250 tons of general cargo and 111 bags and 1 basket of mails.

The s.s. "Inaba Maru" (Capt. Kusano) left for London via Straits and Suez at 9.30 a.m., to-day with 300 tons of general cargo. She carried 23 European passengers.

The s.s. "Kashima Maru" (Capt. Mashida) cleared for Seattle via Manila and Japan ports at 11 a.m., to-day with 2,750 tons of general cargo for America and 150 tons of rice for Japan.

The s.s. "Aki Maru" (Capt. Shibata) cleared for Melbourne with 400 tons of general cargo at 10 a.m., to-day. She carried 49 European passengers of which 32 were through passengers.

The s.s. "Tajima Maru" (Capt. Araki) left for Liverpool via Colombo and Suez at 11 a.m., to-day with 400 tons of general cargo. She had on board 5 European passengers of which 4 are through passengers.

The s.s. "Atrous" (Captain Williamson) cleared under Admiralty orders for Liverpool via Singapore at 4 p.m., to-day with 4,000 tons of general cargo. She had on board 1,000 demobilised Army and Naval men and 13 Army and Naval officers.

Despite the bad weather, the Portuguese gunboat "Patria" steamed into the harbour yesterday from Macao and left again at 3 p.m. She called for the express purpose of taking the new governor, H.E. Senhor H.C. da Silva, Senhora da Silva and Capt. F.H. Correia, A.D.C., to Macao.

SHIPS IN HARBOUR.

List of vessels in port this morning.	
British—	Japanese—
Taisang	Kairui Maru
Cornelia	Tajima Maru
Burrumbet	Persia Maru
Luchow	Kashima Maru
Gothic Prince	Inaba Maru
Haimun	Aki Maru
Loongsang	Nanyo Maru 3
Wollwra	Nankai Maru
Sunsang	Koun Maru
Suisang	Tamou Maru No. 1
Cyclops	Africa Maru
Cheongshing	Chiyoed Maru
Shantung	Ujo Maru
Empress of Japan	Kaijo Maru
Atrous	Taiwan Maru
British Isles	Masayoshu Maru
Pheumpeah	
Volute	
Heartball	
Cardium	
Lienshing	
Takaang	
American—	Dutch—
Eldridge	Tijmanoeck
Nanking	Triconia
Tancerville	Salahadj
French—	
	Hanoi

THE TYPHOON.

FURTHER DETAILS.

The typhoon, of which the alarm signal was given at 11.5 a.m. yesterday, did not hit Hongkong with its full force. It is believed to have struck a point between Hongkong and Macao. Details of any damage it might have done are of course lacking.

Yesterday morning the wind commenced to blow its hardest at about 5 a.m. and many sampans and junks which had been safely moored the previous night could not withstand the fury of the waves that swelled higher and higher each hour.

The wind rose considerably from 9 a.m. onwards, and at 10.35 a.m. had increased in such velocity that it was difficult to stand on the Praya or one of the wharves except under shelter.

More than one Chinese trying to save the wreckage floating about was blown into the sea, and at least one was lost. A very heavy down-pour of rain gave the Harbour the appearance of a white cloud in which even the biggest steamers were hidden. When the rain abated the wind rose again, and at 11.5 a.m. the three bombs were fired from the Observatory and the Harbour Office, and the "black cross" was put up, indicating that a typhoon might be expected at any minute.

The wind slackened down a bit, and at about 11.30 a.m. was once again blowing fairly hard. The glass, which a little earlier had been in the vicinity of 29.50, stood at 29.55, when the three bombs were fired. In this connection, it may be mentioned that early in the morning of September 18, the date of the catastrophe of 1906, the glass stood at 29.74 and dropped with surprising rapidity to 29.23, when the typhoon actually broke.

Business in the city was disorganised owing to the absence of all those who, living on the other side of the Harbour, were unable to come across. The tram-cars stopped running for a while, and fewer cars than usual ran in the evening, when the service was resumed.

Yesterday morning the ferry service was suspended. One of the boats ventured out from the Kowloon side shortly after 10 a.m., Mr. W. S. Brown, the Secretary of the Company, making the trip himself, but turned back when about half way across. It was only with extreme difficulty, after taking a circuitous course, that she was moored once again to the Kowloon wharf. The service was resumed shortly after 4 p.m. but at 8 o'clock the weather conditions were such that once again the ferries stopped running.

Yesterday evening, when the velocity of the wind fell a bit, a few sampans ventured out. They did not go far, however, for the wind came in fierce gusts, showing plainly that the safest place for a sampan and its occupants was the closest refuge. Several launches, however, seized the opportunity to tow junks and their occupants to the refuge, at a fee which sometimes rose as high as \$100 each. Needless to say, the occupants, of launches and junks alike, ran considerable risk, but no loss of life from this cause has been reported.

A current idea is that the Government should make arrangements to commandeer a few strong launches whenever typhoon weather threatens, in order that junks may be used for towing to safety junks and sampans in distress. Action of this sort would be a great relief to the Chinese, many of whom, for instance, are now homeless and without means of subsistence owing to the destruction of their craft.

IN THE HARBOUR.

The steamers in the harbour, having made ample preparation for the gale stood the gale very well indeed. All yesterday's departures were of course cancelled, and the "Nanking," "Aki Maru," "Tajima Maru," "Inaba Maru," and "Loong Sang" were all scheduled to leave port for their various destinations during the day.

The "Monam," which was not expected to venture out of Canton, arrived in Hongkong at about 3.30 p.m. yesterday. She was moored with some difficulty. Having loaded her passengers and a big cargo of fish, she moved into the Yaumati refuge shortly after 5 p.m. There was no sight of her to Canton yesterday. The "Sui An" left for Macao yesterday morning, and those who did not know that she had anchored behind Stonecutter's Island expressed fears as to its safety. The "Sui An" remained behind Stonecutter's all yesterday and continued her voyage to Macao this morning.

The "Kwangtung" arrived from Canton soon after 3 p.m. yesterday and moved into the refuge later.

Both the "Kwangtung" and the "Honam," left for Canton to-day.

Shortly after 7 p.m. yesterday, it was noticed that the "War Bomber," which was anchored in the Kowloon Bay anchorage had broken loose, owing to the force of the wind, and was in danger of colliding with the "Salahadj," close by. In response to signals of distress from both steamers, the Talkoo Dock Co. sent out a tug, which managed to prevent the impending disaster by towing the "War Bomber" out of the way and getting her safely moored again.

The Police launch "Hapag" and Police motor-boat No. 9 were among

the vessels destroyed by the gale. No. 9 had been undergoing repairs at Messrs. Bailey's yard and the "Hapag" went to tow her into the Yaumati refuge shortly after 7 p.m. on Thursday. The tow-ropes snapped owing to the fury of the elements, and it was with considerable difficulty that another junction was effected. After the "Hapag" had towed No. 9 a little further the rope parted again, and this time ran foul of the "Hapag's" propeller, putting her completely out of action. Sergeant Bond, of the Water Police, did his best in the circumstances, but both the launch and the motor-boat drifted against the Praya wall. Sgt. Bond and the other occupants of the launch had to don lifebelts and scramble into safety. Yesterday morning five junks came to grief between the Green Island Cement Coy's works and Messrs. Bailey and Co.'s yard. They drifted on to the Praya wall where the Police boats were and such was the force of the waves that all the seven craft were smashed up. Several of the occupants of the junks were drowned. Some lighters drifted to the west end of Stonecutter's Island, where the jagged rocks finished the work which the waves had commenced. It is believed that very few of the occupants of these craft were able to save themselves.

SCENES IN THE CITY YESTERDAY.

Visitors to West Point yesterday evening were greeted with the unusual sight of a large number of sampans standing high and dry on the Praya. Most of these were washed up on shore in the first fury of the gale on Thursday evening, while several others were dragged ashore by their occupants. They are now serving as house-boats for whole families, whose relief at their good fortune in saving their own lives as well as their property is plainly evident. In one of the small-boats a family of no fewer than 11 persons were seen last evening. Some of the sampans were in a battered condition, as a result of their fight with the waves. Several hundred less fortunate Chinese, who had lost their boats, presented a spectacle of distress that was very touching indeed. Most of these unfortunate beings were forced to sleep on the verandahs and one can well imagine that it was little rest they had, within such proximity to the scene of their bereavement and their ruin. Resignation is a great quality among this class of Chinese.

There were of course some very touching sights indeed. On the Yaumati ferry wharf were an old woman and a little girl of five weeping over the loss of their sampan and the disappearance in the waters of the child's mother. They had seen her washed over the side of the sampan. Close by an interested crowd watched a junk moored to a wharf tossing in the sea, seemingly in danger of sinking at any moment. One end of the junk had been stove in by constant banging up against the wharf, and the water was rapidly filling in. On the opposite end sat a Chinese lad, with a look of determination on his face, as if he would never leave his humble home so long as it remained above water. The Police afterwards forced him to vacate his dangerous perch, and his junk shared the fate of so many others. Near the Harbour Office, there lay in the water a mass of timber that once was a junk, and on this was an old woman endeavouring to throw a rope ashore, so that some of the timber might be saved. She would have been drowned—for she was standing up to her waist in the water and the waves were running higher each minute—if a European passer-by had not thrown out a life-line from the Praya, slipped down the rope, and with the aid of others, carried her up against the wharf.

Kowloon was completely cut off from Hongkong for the best part of the day, and had to go breadless, newspaperless, lightless and milkless till about 5 p.m.

Before the typhoon signals were up on Thursday evening, junks and sampans were hurrying into the Yaumati Bay refuge. A number of them did not reach their destination, but were dashed against the Praya wall or the rocks. It is believed that a good many persons were drowned between 6.30 and 8 p.m., for no one was seen to scramble ashore from several of the junks. A number of sampans were smashed to pieces against the wall of the refuge as they were about to enter.

It is reliably estimated that nearly 600 Chinese craft of various sizes were sunk or otherwise destroyed by the gale. The loss has been computed at between 300 and 350.

It is necessary that mention must be made of the courage displayed by Mr. W. Edley, of the Hongkong, Canton Macao and Steamboat Co., and Detective Sergeant Fallon, Simon and Mason, at different points along the Praya on Thursday night and yesterday.

When the gale broke, the sampans clustered together alongside the wharves and piers were gradually breaking up. Their frightened occupants, more concerned for the safety of their belongings than for their lives, were endeavouring to fasten their boats securely to one thing or another. The waves ran so high that more than one person was washed overboard. Some were lost. Realising that, if left to themselves, these derelict Chinese junks would be a menace to the lives of the junks, the gentlemen went named—and doubtless many others who were not seen or noticed in the general excitement

CORRESPONDENCE.

CORRECTION.

(To the Editor of the "CHINA MAIL.")

Dear Sir,—In last night's issue of the China Mail it is reported that I appeared at the Police Court for the owner of a Junk who was fined \$200 in respect of opium found on board his Junk, apparently without his knowledge. This is incorrect. I knew nothing of the case in question until I saw the paper, and I shall be obliged if you will correct the error.

Yours truly,
EDGAR DAVIDSON.

TWO BROTHERS.

A younger brother stole a sewing machine from a boarding house in which his elder brother was staying. The elder brother brought the machine back. The boarding mistress brought the Police. The younger brother was taken to the station. The elder brother pleaded for leniency. Mr. Lindsell gave the younger brother six weeks.

A RICE STORY.

A man got some rice somehow and when asked by a policeman, who the generous donor was, he replied that he had worked for a man, who could not pay wages, so he gave the rice. The employer denied this. Mr. Lindsell believed the employer and gave the man fourteen days.

FREIGHT RATES FROM SOUTH AMERICA.

BRITISH STEAMERS' HANDICAP.

In the House of Commons, on July 8, Mr. Houston asked the Parliamentary Secretary to the Shipping Controller whether British steamers, by the direction of the shipping controller, were required to carry grain from Buenos Ayres to the United Kingdom at 62s. 6d. per ton weight, while vessels of other nationalities were free to obtain 260s. per ton and upwards to Continental ports; whether he was aware that time charter rates for British steamers were about 25s. per ton, and that similar steamers of other nationalities were obtaining 40s. per ton and upwards; whether he was aware that the freights earned and profits made by United States and neutral-owned steamers were a handicap to British shipowners in their efforts to maintain British maritime supremacy, and if the Shipping Controller would take measures to deal with this situation?

Colonel Wilson.—The Shipping Controller is aware of the disparity between the freights which foreign ships earn and those earned by British ships bringing Government-owned grain to England. The latter rates are fixed at the level referred to by my hon. friend in the interests of the consumer, and the Shipping Controller is not prepared to alter this policy.

Mr. Houston.—Is he aware of the enormous profits and great reserves which have been made by foreign shipowners, and will he explain how we are to compete with foreign shipowners?

Colonel Wilson.—My honourable friend is fully aware of the large profits which are being made by foreign shipowners, but the interests of the British consumers must come first.

that prevailed—risked a possible drowning and a certain wetting. Jumping into the different junks in turn, they scrambled ashore again with one Chinese after another, thus saving dozens whose lives were in jeopardy. In some cases, the junks were so close to the Praya that they were able to throw the occupants ashore.

WOMEN-WRECKERS.

A TYPHOON INCIDENT.

A new junk, lying off the Cement Works at Yaumati, was blown ashore during the recent typhoon. A number of women required firewood to do their cooking. What better than some junk wood? They took choppers and chopped the boat into bits. The Police arrived, and arrested four of the women, who were produced in Court this morning. According to the Ordinance, in connection with looting stranded ships, the women should have got fourteen years each. Mr. Smith fined them \$5 each.

DAMAGE \$25,000.

The Police have received reports of the loss of several junks and sampans and of the drowning of eight persons. An estimate of the damage brings it up to nearly \$25,000. Of course, other reports will come in later.

Thirty-six boats were lost at West Point only, the damage being \$8,805. At 12.30 p.m., to-day, we were informed by Mr. T. F. Claxton that the typhoon is situated at latitude 22, longitude 109 moving W.N.W., about 300 miles from Hongkong.

MARY ANN AT 1D PER UNIT.

Electricity costs less in Greenock, up in Scotland; and it costs, less because it does more.

In Greenock—and what has been done in Greenock can be done in Abingdon, Birmingham, or Chelsea—the old plant and wiring installation of the city has been given several times as much work to do, which means much lower overhead costs; the corporation has supplied electrical servants of all kinds to the people at nominal rentals, and numberless Greenock homes, instead of being cared for by methods that were successful in the days of King James, are cleaned, warmed or cooled, and made healthful and comfortable by the latest, most economical methods of the twentieth century.

Electric current in Greenock costs three farthings per unit for domestic use, compared with three halfpence per unit in most other places. The consumption per capita per year is 240 kilowatt hours instead of only 40 as in the average English city. And the saving to the community in human labour—to say nothing of worry, kitchen quarrels, dirt and fumes—is enormous.

How has it been done? What are the methods to use in Brixton, Birmingham, and Bath to enable every housewife to free her servants, or most of them, for the great work of commerce on which our future depends; to enable her to give every room a real spring cleaning every day with little trouble, to keep all her fires ready laid, yet with no work or dust, to cook dainty meals on the breakfast or tea table, to do all her cooking without a bit of dirt or smell for less than 5s. a week for a large family, and to have hot irons, curling irons, electric fans, "croup fies" for the nursery, and a dozen other conveniences at every hour of day or night?

To begin with, the housewife who is responsible and the husband who pays the bills must know that these things can be done. At present not one out of every ten people that read this statement knows that the cost of electric current can be reduced much below present rates; that all kinds of the finest electrical equipment for home use can profitably be supplied to householders at nominal rentals, and that the use of such equipment makes it possible to dispense with servants in all but very large households, makes the home cleaner and more healthful, and makes life easier all round.

Until they know these things and believe them the householders will not act. And unless they act the electric supply companies and corporations certainly will not act vigorously. Therefore information is essential—honest, interesting, homely facts about what the kitchen and kitchen expenses at Veevuy Villa, Chestnut-road, will be like when modern electrical methods are installed; how much dirt and unnecessary heat will be saved; what can be done when Willie has croup; how the old velvet curtains in the drawing-room will look when cleaned—not merely "annoyed"—each day with a convenient electric vacuum cleaner; how inexpensive motors can be made to do the washing, clean the knives, run the sewing machine, and even clean and dry the dishes; what an electric bath will do for father's rheumatism, and how comforted grandmamma will be during the hot days by a quiet little electric fan at less than a farthing per hour. All this interesting information, in terms of home life of to-day, together with accurate cost details, must come first.

Then, after public interest and demand is aroused, the electric supply companies and the city corporations must be ready with equipment quickly and willingly supplied at nominal quarterly rentals; with friendly and accurate advice and assistance; not merely from electrical advisers giving technical information, but also from women domestic science experts who would come when called. Within ten years every electric supply company that does not think first of the individual comfort and interests of each household will have faded from sight.

A LUNATIC.

A Chinese lunatic was arrested in Yaumati on a charge of stabbing three men. He was placed under observation. The medical evidence certified him insane. When produced at the Magistracy this morning, Mr. Lindsell discharged him, remarking that the Police suspected him of being mad.

"What do you mean by suspicion?" said the man concerned. "Now that I am discharged I am going to die."

"No," said Mr. Lindsell, "you are going to the Lunatic Asylum."

TEETHING CHILDREN.

TEETHING children have more or less diarrhoea, which can be controlled by giving Chamberlain's Colic and Diarrhoea Remedy. All that is necessary is to give the remedy soon after each operation of the bowels more than natural and then castor oil to cleanse the system. It is safe and sure. Even the most severe and dangerous cases are quickly cured by it. For sale by All Chemists and Dispensaries.

NEGLECTING HIS DUTY.

CHINESE CONSTABLE FINED.

SENDING A DEPORTEE ALONE.

A Chinese detective, who had been dispatched by the local police to accompany a deportee, who had been banished to Sam Chun, went along with the man to the Kowloon Railway Station, and after making the necessary preparations, left the man to proceed on his journey alone. The detective was arrested by the Police and produced at the Magistrate's Court this morning.

Defendant: I did take the prisoner. Chief Detective Inspector Murrison stated that defendant had been detailed on Thursday morning to take a deportee, a man who had been banished to Sam Chun, and leave him there. He took the prisoner from the Central Police Station, without giving an opportunity for the warrant to be read out and explained to the prisoner. Defendant was an old constable and had performed similar duties on previous occasions, so that he was cognizant of the procedure to be adopted. Instead, defendant went to the Railway Station, with the warrant, and procured two third-class tickets for the journey to Sam Chun, and one railway warrant for the defendant's return journey. Sometime after defendant had proceeded to the railway station with the banished the Detective Office discovered that the warrant had not been read out and explained to the banished and they sent a man to the Kowloon Railway Station to bring the couple back. This man found the deportee sitting in a railway carriage all by himself. The constable had disappeared. The man brought the defendant back to the Central Police Station and here the deportee made a statement to the effect that defendant had given him the ticket at the railway station and told him to proceed to Sam Chun, and not leave the train till he got there.

Mr. Smith: What did he do with his own ticket?

Witness: He told the D.S.P. that when he pulled out a handkerchief to wipe his face the ticket and railway warrant fell out of his pocket to the ground. The reason why he left the deportee at the station was that he was feeling ill and went to Jordan Road to get some medicine. On the way he had to sit on the roadside as his malady grew worse.

But evidence could be brought to prove that defendant came to Hongkong and went with his relatives to a Hok Lo festival in Wellington Street.

Defendant: No, I was very sick and went out to get some medicine. When I came back I found that the deportee had gone.

Inspector Murrison: He could have left the deportee at the Water Police Station.

Mr. Smith: Could not the man have been dealt with departmentally. Do the Police consider this very serious? He has admitted that he left the man and that is gross neglect of duty. Do the Police want him fined? I suppose he will be dismissed the service.

Inspector Murrison: The maximum fine is \$200 or six months' hard labour. If the deportee had escaped and been arrested for returning from banishment, the case would have failed.

Mr. Smith: \$100 or three months.

GOVERNMENT GAZETTE.

THE GIST OF IT.

Lord Milner is very anxious that Hongkong should not make any mistake in sending goods to Finland. Two thirds of a page of instructions. If you have any idea of taking scientific, mathematical or optical instruments home, get a licence from the Board of Trade first. Otherwise...

Hill fishermen must pay \$24 for an annual licence to fish for herring. Bona fide travellers may take out of Hongkong \$2 worth of subsidiary coinage, though why they should want to do so we can't think. All other export of Hongkong small change is forbidden. A sensible prohibition as things are.

Mr. Alabaster on August 18 asked for a Bill to exclude undesirable aliens. The Government replies that a Bill will be introduced forthwith. Why confine it to European aliens? Capt. H. G. Montebello, R.A.M.C., will act as M.O.H. during Mrs. Harding's absence.

Major D. L. Harding, of the same Corps, will act as assistant Bacteriologist.

Foreigners arriving in Canton must still have passports. Siemens China Electrical Engineering Company, Ltd., is being struck off the Hongkong register.

In April our revenue was \$1,504,018 and our expenditure \$1,175,025.

Mr. Shaw George Ward, driver of Quarry Bay, is taking out a patent for an invention for ships mooring.

SERIOUS CHARGE AGAINST SHIP'S DOCTOR.

PRISONERS DISCHARGED.

The trial was resumed before Mr. Justice Salter, at the Liverpool Assizes, on July 7, of Jose Maria De Pinedo (43), ship's surgeon, and Francis Bernard Dawes (45), ship's steward, who are charged with the manslaughter of a boy named James Wilkinson Eastwood, who died on board the steamship "Darrig" on 10th February, when the vessel was at sea off Lisbon.

It is alleged that Eastwood, through negligence on the part of the accused, was given a dose of crude carbolic in mistake for a black draught. Giving evidence at the previous hearing, Dr. Pinedo stated he did not know there was any crude carbolic in the ship's dispensary. He admitted that it was his duty to see that the tins of carbolic used for disinfectant purposes were taken from the dispensary, and had once given orders to that effect.

Replying to the judge, he said that he had noticed drugs and poisons mixed up together in the dispensary, and had taken steps to separate them, but had not placed them on separate shelves. Dawes, in his evidence, said he was not qualified, and had no knowledge of drugs. He did not notice the carbolic in the dispensary. The tin from which he refilled the black draught bottle had no label. When he poured out the contents it looked just like black draught. At the time he was suffering from catarrh and could not smell anything.

Resuming his evidence Dawes, in answer to Mr. Singleton, who prosecuted, said that from his previous experience he did not consider it was his duty to check the medical stores when they were taken on board. In any case, he hadn't time to do so. He admitted that if he had checked them the tins of crude carbolic would have been removed from the dispensary to the store room.

Mr. Singleton, in addressing the jury, said there was no doubt that Eastwood died through carbolic poisoning, and there could be no question that if anyone was originally responsible for the death it was one or both of the accused. The doctor was the sole medical man on board. He was responsible for the medical stores and drugs and had signed for them. The other man was actually responsible for the giving of the wrong medicine. It was for the jury to say whether or not the negligence of one or both of the prisoners was such as to amount to criminal negligence. Counsel contended that if only ordinary care had been taken the death of the boy could not have taken place.

On behalf of Pinedo, Mr. Greaves, Lord, K.C., asked in view of the circumstances that the black draught in earthenware jar and the carbolic in tins came on board properly labelled, how could the doctor imagine that the hospital attendant, or anyone else, would be likely to refill the black draught bottle from a tin, whether or not it had become unlabelled, when the only black draught on board was contained in jars and properly labelled. Even assuming there was negligence on the part of one person that negligence did not make him criminally liable unless his negligence led to the death. If, on the other hand, there was intervening negligence, then the first person was not responsible.

Mr. Madden, for Dawes, said that even if the jury found that a mistake had been committed by Dawes he asked them to still be of opinion that the accused acted quite innocently, and that it fell far short of any criminal or gross negligence.

The jury found that there had been serious negligence on the part of both, but that there was not criminal negligence. They found prisoners not guilty.

Prisoners were then discharged.

COMIC CRICKET.

If Parkin, the Lancashire cricketer, has been named the modern Jester of Cricket, then it is a clear case of a man having honour thrust upon him very much against his best intentions. A more serious cricketer probably never played than Parkin. But tradition has insisted on a funny man in the Lancashire team ever since Johnny Briggs cut his capers. His "legitimate successor" was Brearley, who did not hesitate to live up to the job. Brearley's walk to the wicket when he went in to bat, at roughly 15 miles an hour, vastly tickled the groundlings. And whatever ball was bowled to him he produced a gorgeous "swipe," all the funnier because invariably his bat beat the air, the momentum of the hit sending the batsman staggering. Probably it was because Parkin, in the Yorkshire match at Old Trafford, also went in for hitting that the crowd decided he was the man for the cap and bells. But Parkin's hitting was not at all ludicrous; it was quite scientific, perfectly timed, with all the approved poise of body. An ironic fate, surely, if the crowd insist on it, that the motley should have to be worn by this pale and rather ascetic youth—this Phobus Apollo turned Fastidius Frier.

IRISH PEACE.

SINN FEIN GIBES.

The Sinn Fein leaders have exchanged cablegrams with each other over the new orientation of Irish politics. Mr. Arthur Griffith, cabling to Mr. de Valera in New York, informed him that "Plunkett's latest attempt to side-track Ireland's national demand is dead in its cradle." Mr. de Valera replied: "I am sure there is no danger that the Irish people will start into a riot after the new Plunkett carrot. The carrot is perhaps, unknown to the American people, but it will be explained to them."

Mr. de Valera's cablegram has raised a smile here, for to compare the Irish people with the patient and useful animal that is proverbially tempted by a carrot is something less than supreme dexterity in metaphor.

The newspaper *Nationality*, which is edited by Mr. Arthur Griffith, deals with the idea of a solution in the nature of Dominion status with heavy-handed repression. It says:—

"Ireland stands to-day free in spirit. No web, no matter how tastefully arranged, will entice Ireland to enter the folds of the Union Jack. No trap, no matter how appetising the contents, will snare Ireland into the Empire. No hook, no matter how good the bait, will be able to catch Ireland for the table of Mr. Lloyd George or his colleagues in Downing-street and Dublin Castle."

"Ireland has done with the Empire, the Union Jack, and the breakfast table. Colonial Home Rule, Dominion Home Rule, and Statute Book Home Rule have no attractions for the awakened nationalism of this, the oldest of the small nations."

"No longer has England to deal with a country of shut-eyed and open-mouthed children anxious to see what the good old Empire will give them if they obey orders. However, as the game seems to amuse Sir Horace Plunkett in his second childhood, he is welcome to indulge in it to his heart's content, particularly as he is doing so at the expense of the Empire which is at present frantically appealing for funds to pay the debts contracted by its efforts to free small nations."

UNIONIST CRITICISM.

This is not very helpful comment, and the shadow of uneasiness stands perceptibly behind its glib confidence. At the other end of the political compass is the equally uneasy denunciation of the Ulster extremists. The *Belfast News Letter* says:—

"The state of Ireland is not improving, and it is not likely to improve so long as the rebels are encouraged by politicians and leading newspapers to believe that they are going to win. They treat the Irish Dominion League with contempt, but they see in it evidence that they are making progress. They argue that if their rebellion in 1916 compelled politicians to advance from a subordinate Parliament to Dominion Home Rule, there is no reason why another rebellion, or even the fear of one, should not compel them to advance from Dominion Home Rule to complete independence."

"A great deal of the blame for the lawlessness which prevails rests on the British Home Rulers who are constantly talking about the urgency of a settlement without having any clear idea of what they mean. They are strengthening, perhaps unconsciously, the lawless and criminal factions and increasing the difficulties of the Irish Government."

"The article which appeared in *The Times* on 'The Basis of Settlement,' the fourth of the series, does not bring a 'settlement' any nearer. The writers assert dogmatically that the Union is doomed, but they have no scheme to put in its place which will stand a moment's examination. They assume that the majority of the Sinn Feiners are insincere, and that while demanding independence and asserting that they will take nothing less than they are ready to accept Dominion Home Rule or some modification of it. But to legislate on such an assumption would be dangerous and perhaps disastrous."

BETWEEN TWO EXTREMES.

"The Government is urged to offer a compromise and to force it upon the great majority of the people, who do not want it. And in order that it may be able to do so it is to subordinate the existing party commitments on the Irish question. That is a roundabout way of saying that it must break its pledge to Ulster. It is asked to alienate the loyal section of the Irish people without the smallest hope of conciliating the disloyal. We do not believe that the present Government, notwithstanding the pressure of the various Home Rule factions, will adopt a policy which would be futile as well as discreditable."

Between these two extremes stand the plain and perplexed people of Ireland, expectant and hopeful, prepared to cry, "A plague on both your Houses," and eagerly awaiting an unmistakable signal that a real and national settlement is intended which will end an age-long misunderstanding and open a new era of peace and good will.

BRONZE AND ALUMINIUM POWDERS.

NEW PROCESSES BY SHIP-BUILDING FIRM.

With the return to peace activities by Messrs. Sir W. C. Armstrong Whitworth and Co., Ltd., many striking indications of the resourcefulness and enterprise of this company have come forward. A case of considerable interest to the shipping world is the result of their research work in bronze and aluminium powders. These products play an important part in the finishing work of metal fittings on liners and vessels of all types, and before the war their manufacture was almost entirely a German monopoly. Aluminium has been powdered to so fine a degree that one particle is just one hundred-thousandth part of an inch in thickness, and it takes 2,000 million such particles to make a pound of powder.

It is only after very long experiment by the great Newcastle firm that this secret process has been discovered. The powders, once produced, are polished and coloured by further chemical treatment. Brass and bronze are pulverised in the same way, and the resulting powders vary in colour, according to treatment, from the palest gold, through citron yellow to orange and shades of green, pink and blue. The powders form aluminium and bronze paints, which, apart from their decorative value, have proved to be far superior to any other form of paint used as rust preventatives on metal work. Heat resisting, unaffected by salt water, such paints are destined to largely replace other iron and metallic coatings. The powdered aluminium is used in its dry state for important processes in the making of steel and its alloys. This new discovery is but one of the many fresh developments entered into by this great shipbuilding firm in the capturing of foreign markets for British industry.

MISMANAGED MARITIME AFFAIRS AT BUENOS AYRES.

The Argentine Government does not appear to be capable of effectively dealing with the unfortunate state of affairs which has existed at the port of Buenos Ayres for some considerable time past, particularly in connection with labour troubles. According to recent mail advices to hand it would appear that delays are likely to arise to shipping through a fresh source, which, combined with the labour situation, will, if not rectified, ultimately lead to Buenos Ayres being banned by shipowners.

That there is a general epidemic of slackness in official maritime circles is further indicated by the repeated complaints regarding obstructions in the channels of access to the port of the capital as well as in the most important waterways of the rivers Parana and Uruguay. It is common knowledge that neglect of dredging operations in the main channels leading to the port of Buenos Ayres has resulted in a reduction of two feet in the depth of the North Channel and of twice that amount in the southern entrance. The natural result has been that large vessels steered according to the now obsolete official depth indications have been stopped in their course, and unless very prompt action is taken the danger of more serious consequences will assume alarming proportions. Quite apart, however, from the possibility of serious consequences to vessels entering the port, an important consideration is the increasingly bad reputation which sundry exasperating delays of such nature are earning for the port. It is all very well for the Ministry for Foreign Affairs to advise the Argentine diplomatic representatives abroad to communicate to the respective Governments in the countries to which they are accredited that all is well in Buenos Ayres. Under existing conditions in and around the port an ordinarily sound knowledge of the principles of navigation is far from being enough. It is a case of knowing by hearsay or bitter experience the difference between official specifications and conditions as they really exist. Buys have been allowed to drift out of place, and in the Parana one of these is so far out of its proper place that compliance with the regular instructions would simply mean running aground. One may even go so far as to mention the total disappearance of the buoys formerly floating in dangerous waters or the lack of visibility of others for the mere want of a coat of paint. Foreign shipowners have found the port of Buenos Ayres quite sufficiently unprofitable by virtue of labour difficulties alone. And if their exasperation is to be augmented by vexatious delays or worse owing to flagrant and utterly unwarranted neglect of the waterways, the name of the local port is likely to fall into even worse odour than that in which it is held to-day.

On view day of sale. Terms:—Cash. HUGHES & HOUGH, Auctioneers to the Government. Hongkong, August 23, 1919.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT),

ON SATURDAY, August 30, 1919, at 10.30 a.m., at their Sales Room, No. 8, Des Voeux Road, Corner of Lee House Street,

A Small consignment of ADULTS and CHILDREN'S RAINCOATS, And A quantity of TOILET SOAP.

Terms:—Cash. HUGHES & HOUGH, Auctioneers. Hongkong, August 23, 1919.

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"M.D." BY FILM.

The training of medical students is the latest development of the cinema.

Various experiments are being tried in all countries, one of the latest being a remarkable film lesson in anatomy at the Royal College of Surgeons. A skeleton was taken to pieces on the screen, the importance of the various parts demonstrated, and it was then reconstructed—the effect being much stronger than if these facts had been merely gathered from a text book.

In the United States operations by important surgeons are being recorded by cinema photographers and they will then be used through the country in all the medical colleges for practical instruction. The life of a film may be short, but if it is given only ten years, this means that during that time thousands of students will be able to benefit by first-hand knowledge instead of the relatively small number who can be present in a theatre during the actual operation. Not only students in the country where the operation was performed but others all over the world will be able to benefit by one man's skill. A special lens has been invented which shows the details more clearly than in an ordinary film.

In Germany the same movement is taking place. A "film library of medicine" has been formed in Berlin for the use of German medical schools. Films are to be taken of all important operations. A special censorship has been arranged and permission must be received before these films can be shown—to prevent their being exhibited for "amusement" to a morbidly minded audience. Here it was found that the noise of the camera distracted the surgeon, so it was decided to take the film from another room through a hole in a partition wall. Once the cinema is applied to medicine, there is no end to its possibilities. Not only will the future "M.D." profit greatly by it, but also the public can receive from the film useful lessons on general matters of cleanliness and health.

TO-DAY'S ADVERTISEMENTS.

G. R.

PUBLIC AUCTIONS.

THE Undersigned have received instructions from THE HON. THE DIRECTOR OF PUBLIC WORKS to sell by Public Auction,

ON THURSDAY, August 28, 1919, at 10 a.m., at The Government Store, Bullock Lane, Wanchai,

SURPLUS AND CONDEMNED STORE, including—

Wrought Iron, and Scrap Brass, Insulated Copper Wire, a Large Variety of Iron and Lead Piping, Rolled Steel Joists (short lengths), Lighting Conduits and Fittings, Steel Gas Lamps and Fittings, Jalousies, Teak Mantelpieces, Brass Hinges, Door Springs, &c., 2 Screwing Machines.

On view day of sale. Terms:—Cash. HUGHES & HOUGH, Auctioneers to the Government. Hongkong, August 23, 1919.

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NOTICES.

FURNISHING FABRICS

FOR LOOSE COVERS

IN CRETONNES AND TAFETTAS.

WE HAVE A SPLENDID RANGE TO SELECT FROM AND WILL GLADLY SEND PATTERNS.

ALL OUR LOOSE COVERS ARE CUT BY EXPERIENCED MEN AND WE GUARANTEE PERFECT FIT.

LANE, CRAWFORD & CO.

NEW COLUMBIA RECORDS.

- | | | |
|--------|---------------------------------|----------|
| A 5944 | EVERY LITTLE WHILE ... | Fox trot |
| | IT'S NOT YOUR NATIONALITY ... | " |
| A 6002 | I DON'T WANT TO GET WELL ... | One step |
| | SMILE & SHOW YOUR DIMPLE ... | " |
| A 6008 | CHIN CHIN CHINAMAN ... | Fox trot |
| | DOING HIS BIT FOR THE GIRLS ... | One step |

THE ANDERSON MUSIC CO., LTD.
(THE COLUMBIA SHOP)
15, DES VOEUX ROAD CENTRAL. TEL. 1322

SOUTHARD AND ROBERTSON'S

"MAGNETIC"

COOKING STOVES

INSPECTION INVITED

MUSTARD & CO.

4, DES VOEUX ROAD CENTRAL. TELEPHONE 1182.

AGENTS IN POOCHOW, AMOY, SWATOW AND CANTON:
BRITISH AMERICAN TOBACCO CO.

For Constipation, Liver Disorders and Bilious Complaints. Relieves GOUT and RHEUMATISM and prevents INDIGESTION.

AQUAPERIA.

BRITISH EFFERENT MINERAL WATER.

BOTTLED AT HARROGATE SPRING, ENGLAND.

FOR SALE AT THE COLONIAL DISPENSARY, 14, Queen's Road, Central. Telephone No. 1677.

BURGOYNES Pty., Ltd.

SPECIALLY SELECTED

BURGUNDY.

WINE GROWERS TO

H. M. THE KING.

Note the Great Reduction in Price:

Burgundy Reserve per case 1 doz. Quarts duty paid: \$20.
2 doz. Pints \$21.

SOLE AGENTS, HONGKONG

GANDE PRICE & CO., LTD.

WINE MERCHANTS.

15, DES VOEUX ROAD, CENTRAL, HONGKONG.

SHIPPING

P. & O.-BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, OCEAN, INDIA, PERSIAN GULF,
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.SAILINGS FOR
MARSEILLES & LONDON,
VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"NAGAYA"	8th September	13th October	32nd October
"KHIVA"	13th September	18th October	4th November

FOR
BOMBAY VIA STRAITS AND COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
"DUNERA"	7th September	26th September

FOR
CALCUTTA VIA STRAITS AND RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
"ARRATOON APCAR"	2nd Sept.	Due Calcutta 25th Sept.

FOR
SHANGHAI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Shanghai about
"DUNERA"	25th August	Shanghai only.

Wireless on all steamers.
For PASSAGE RATES, HAND BOOKS, FREIGHTS, &c. apply to:
MACKINNON, MACKENZIE & CO.,
22, Des Vaux Road Central, HONGKONG.OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA)

FOR NEW YORK.

"WEST WIND" via SUEZ on or about 17th Sept.
"LOWTHER CASTLE" via PANAMA on or about 22nd Oct.
For Freight and Particulars apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES
Sailings from Hongkong.

For freight & further particulars apply to DODWELL & CO., LTD. Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S.S. CO.)Regular Service of Steamers Between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

For JAVA PORTS.

For JAPAN PORTS
BORNEO MARU on 28th Aug.
HOKUTO MARU on 8th Sept.
For Freight or Passage apply to DODWELL & CO., LTD. Agents.

O. S. K.

OSAKA SHOSHEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP: Monthly direct service via Singapore and Port Said.

ALASKA MARU Friday, 28th August.

ALASKA MARU Saturday, 30th September.

SENDAI & BOMBAY: Monthly service, taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.

GUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS,
DURBAN & CAPE TOWN via SINGAPORE.

TACOMA MARU Wednesday, 10th September.

SOMDAY COLOMBO: Regular fortnightly service via Singapore.

BURMA MARU Sunday, 31st August.

SAIGON, BANGKOK, SINGAPORE: Regular monthly service.

SHISEN MARU Monday, 1st September.

SYDNEY, MELBOURNE: Monthly service calling at AUCKLAND, N.Z. and ADELAIDE.

LUZON MARU Beginning of October.

VICTORIA, VANCOUVER, SEATTLE, TACOMA.

Regular fortnightly service touching at intermediate ports in Japan and
taking cargo to OYERLAND PORTS U.S. in connection with Chicago,
Winnipeg and St. Paul Railway.

AFRICA MARU Saturday, 23rd August.

CANADA MARU Monday, 1st September.

JAPAN PORTS: NANKING MARU (Omitting Moji & Yokohama) Friday, 22nd August.

SIAM MARU Monday, 25th August.

KEELUNG, TAKAO VIA SWATOW, AMOY.

These steamers have excellent accommodation for 1st and 2nd class Saloon
Passengers, and will arrive and depart from the O.S.K. WHARF,
near the Harbour Office.

For TAKAO VIA SWATOW AND AMOY.

BOSU MARU Thursday, 28th August, at 9 a.m.

For KEELUNG VIA SWATOW AND AMOY.

KAIJO MARU Sunday, 24th August, at 10 a.m.

For sailing dates and further particulars please apply to:
Y. YASUDA, Manager,
No. 1, Queen's Building.

Tel. No. 744 & 745.

Koninklyke Paketvaart Maatschappij.
(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship.

"VAN WAERWYCK"

will be despatched on the 27th August to:—

SINGAPORE, PENANG AND BELAWAN DELI.

This vessel offers excellent Cabin-accommodation for Saloon-passengers.

Wireless Telegraphy.

For Freight and Passage apply to:

JAVA-CHINA-JAPAN LIJN,

Telephone No. 1574. Agents.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
SHANGHAI	SWATOW	SWATOW	Aug. 28, Daylight
SWATOW & BANGKOK	LUCHOW	LUCHOW	Aug. 28, at 11 a.m.
SHANGHAI	SUNGLANG	SUNGLANG	Aug. 28, at Noon
WEIHAIWEI, CHIFOO & TIENTSIN	HUTCHOW	HUTCHOW	Aug. 28, at 3 p.m.
SHANGHAI & TIENTSIN	KWANGSANG	KWANGSANG	Aug. 28, Daylight

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent
Saloon accommodation, midships. Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai
(three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading
to all European and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION)

FOR	STEAMERS	TO	DATE
SHANGHAI via SWATOW	KWONGSANG	SUNDAY	Aug. 24, Daylight
KOBE	KWANGSANG	TUESDAY	Aug. 26, at 5 p.m.
STRAITS & CALCUTTA	FOOKSANG	WEDNESDAY	Aug. 27, at 3 p.m.
SHANGHAI	CHUENSANG	THURSDAY	Aug. 28, Daylight
MANILA	YUENSANG	FRIDAY	Aug. 28, at 2 p.m.
KOBE	HOPSANG	SATURDAY	Aug. 30, Daylight

CALCUTTA LINE—This line has now been re-organized and affords regular sailings to Calcutta
via Singapore and Penang.
Sailing from Calcutta steamers proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light
and Fans and carry a fully qualified Surgeon.SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai,
sometimes calling at Swatow.
Steamers on this line have a limited amount of passenger accommodation, and through tickets
can be obtained for Northern and Yangtze Ports via Shanghai. Through Billading are
issued to all Northern and Yangtze Ports.MANILA LINE—A weekly service is maintained with Manila by good passenger
accommodation; sailings from both ports every Friday.
HAIPHONG LINE: Sailing approximately weekly for passengers and cargo, calling at
Haiphong when convenient.BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having
up-to-date accommodation for passengers.
Up-to-date bills of lading for Kudu, Jesselton, Labuan, Tawau and
Lahad Dato.TIENTSIN LINE—A regular service is run from March to October between Hongkong and
Tientsin, calling at Weihaiwei and Chifu.
On the Straits Government Passport Regulations. All European Passengers, bearing the Colony
for Straits Settlements, are required to produce a valid passport at destination with their
Photographs and description added thereto.
For Freight or Passage, apply to
Tel. No. 215.

THE GENERAL MANAGERS

JARDINE, MATHESON & Co., Ltd.

THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"ELDRIDGE" About August 24.

"WESTERN KNIGHT" About August 31.

"EDMORE" About September 1.

"CITY OF SPOKANE" About September 23.

"SEATTLE SPIRIT" About October 24.

For PORTLAND direct:

"COAKES" About October 5.

"WABAN" About October 11.

"WEST MUMHAM" About November 18.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

JOHN J. GORMAN, GENERAL AGENT.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong:

"PERSIA MARU" 9,000 28th August.

"KOREA MARU" 10,000 10th September.

"NIPPON MARU" 11,000 25th September.

TENYO MARU 22,000 2nd October.

SHIRAZ MARU 20,000 10th October (from Yokohama).

"SHINYO MARU" 22,000 28th October.

*Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, BALBOA, COLON.

CALLAO, ARIKA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong:

"ANYO MARU" 18,500 Sept. 10th.

"SEIYO MARU" 14,000 Nov. 4th.

"KIYO MARU" 17,900 Nov. 4th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd.
and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO MANILA, ZAMBOANGA & AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
"TAITUAN"	August 23	August 27

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of ice, fresh provisions, etc., and have superior accommodation with Electric
Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is
carried. Reduced Fares. Cargo boats through for all Australian, New Zealand
and Tasmanian ports.
For freight or passage apply to
Telephone No. 38. BUTTERFIELD & SWIRE, Agents.
Hongkong, August 11, 1916.

SHIPPING

C. P. O.

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moji), Kobe & Yokohama)

STEAMERS	FROM HONGKONG	DATE
Empress of Russia	Sept. 4	Sept. 23
Empress of Asia	Oct. 2	Oct. 20
Empress of Japan	Oct. 15	Nov. 8
Monteagle	Oct. 23	Nov. 17
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 10	Dec. 31
Empress of Russia	Dec. 25	Jan. 12
Monteagle	Jan. 1	Jan. 25

*Owing to Japanese Quarantine Regulations "Monteagle"
14th August, "Empress of Japan," 20th August, and "Empress of
Russia," 24th September will not call at Shanghai.

CANADA'S NEW TRAIN DE LIX

"THE TRANS-CANADA LIMITED"

Vancouver to Montreal \$3.15 hours.

For particulars regarding pas-
sage rates, sailings and reser-
vation of accommodation, also
insurance of cargo and passengers,
apply to
P. C. SUTHERLAND,
General Agent, Passenger Dept.
Phone 102.J. H. WALLACE,
Phone 111, United Agents.

HONGKONG.

CANADIAN PACIFIC

OCEAN SERVICES

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
accommodation for First Class Passengers, Electric Light and Fans in State-rooms
and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN SAILING LEAVING

HAIKONG Capt. J. W. Evans SUNDAY, 24th August at Noon.

QUINNEBAUG Capt. Medina WEDNESDAY, 17th August at 1 p.m.

BAITAN Capt. A. E. Stewart FRIDAY, 28th August at 1 p.m.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFAIR & Co.

General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "OHINA" (10,200 tons).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU

"NANKING" "NILE" "OHINA"

October 1st, 1916. September 11th, 1916.

AN UNRIVALLED HIGH CLASS

PASSENGER SERVICE.

O. H. RITZER, Freight and Passenger Agent.

Prince's Buildings, Lee House Street, Tel. 1334.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILING

FROM HONGKONG Connecting with FROM COLOMBO:

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and
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PACIFIC MAIL STEAMSHIP CO.

OPERATORS FOR

THE U.S. SHIPPING BOARD

will dispatch the

S.S. "WESTCONOB"

For SAN FRANCISCO, via KEELUNG and SHANGHAI

On August 25, 1916, at Noon

PACIFIC MAIL STEAMSHIP CO.

THE SHIPPING SITUATION.

Shippers in China are puzzled to
account for the fact that, though the
war is at an end, they can only book
space for about one-third of the
cargo they wish to send to Europe
or America, while freights, which, at
the time of the armistice, fell rapidly,
are again rising to a point that
approximates the war level.Passenger bookings also are far in
excess of the berths available, not
because there is an unusually large
number of passengers moving, but
because of the restricted number of
sailings. This is quite independent
of such interruptions of service as
has been occasioned by the recent
requisitioning of the two C.P.O. S.
s.s. "Monteagle" and "Empress of
Japan" for both vessels had been
fully booked up and the passengers
thus turned from the ships will be
added to those seeking in vain for
accommodation elsewhere.It is, however, in the matter of
cargo that the shortage of bottoms
is most serious and neither the local
agents, the companies nor the British
Government itself appears to know
the reason of the shortage. In the
House of Commons we are told that
all control over shipping has been
relaxed, the Ministry of Shipping dis-
banded and, except for a few thousand
tons chartered for the conveyance of
troops, all shipping is now back in
trade. Building also is reported to
have gone on apace; it was an-
nounced that, from the conclusion of
the armistice, naval construction had
been practically stopped. In Great
Britain and all efforts directed to mer-
cantile construction, while the United
States has been turning out tonnage
at a tremendous rate, followed closely
by Japan.At the commencement of May it
was estimated that the tonnage under
construction in the whole world was
7,796,000 tons of which 2,555,000
tons was being built in Britain,
4,185,000 tons in the United States
and the remainder in the yards of
the smaller shipbuilding countries of
which Japan heads the list with
255,000 tons.A great deal of this tonnage was
nearing completion and has since
been placed in trade and it has been
announced that at least 6,700,000
tons of shipping has been placed on
the ocean routes of the world since
March 31. Yet the supply of ton-
nage is shorter to-day than was the
case six months ago and, so far as
Shanghai is concerned, all space
available to Europe and America is
fully booked up and a large amount
of cargo cannot be moved for want
of bottoms.Although the cargo steamship com-
panies appear to have resumed their
full services, or at any rate three-
quarters of their former complements,
there appears throughout the world
to be a serious diminution in the
number of "outside" steamers, com-
monly known as "tramps," and this
may in part account for the serious
lack of tonnage that is being felt
throughout the world.The cargo-line companies were
in a position, on their ships being
handed back to them, to replace
them rapidly on the trades from
which they had previously been
withdrawn having, as they had done,
maintained their organizations at
home and abroad in readiness for the
resumption of trade. The "tramps,"
on the other hand having lost such
connections as had been made,
have found themselves at a
loose end and the stories of numbers
of ships lying idle in the Tyne, Clyde
and other centres, held there by one
delay after another, a strike of
dockers, repairs, or what not—
may in part explain the mysterious
shortage of shipping at a time when
the demand should be again in full
swing.The "tramp" which, before the
war, formed no less than 70 per cent.
of the total of Britain's ocean
shipping has, owing to the uncertainty
of the future, not yet been placed in
full employment and, until she has
been, the strain thrown upon the
steamship companies which form the
conferences, will be more than they
can carry.—Shipping and Engineering.You Cannot Expect
To Have a Clear
ComplexionBy Constantly Massaging It With
So-called Skin Foods or Creams,
Often Rancid or Gummy.
Substitutes Citrus.Contrast the purity, fragrance, com-
fort, and convenience of these expec-
tation-forming products with "Citrus Lotion"
no complexions, freckles, and eruptions
A bath with Citrus Soap and the
lotion or cream and

... ..

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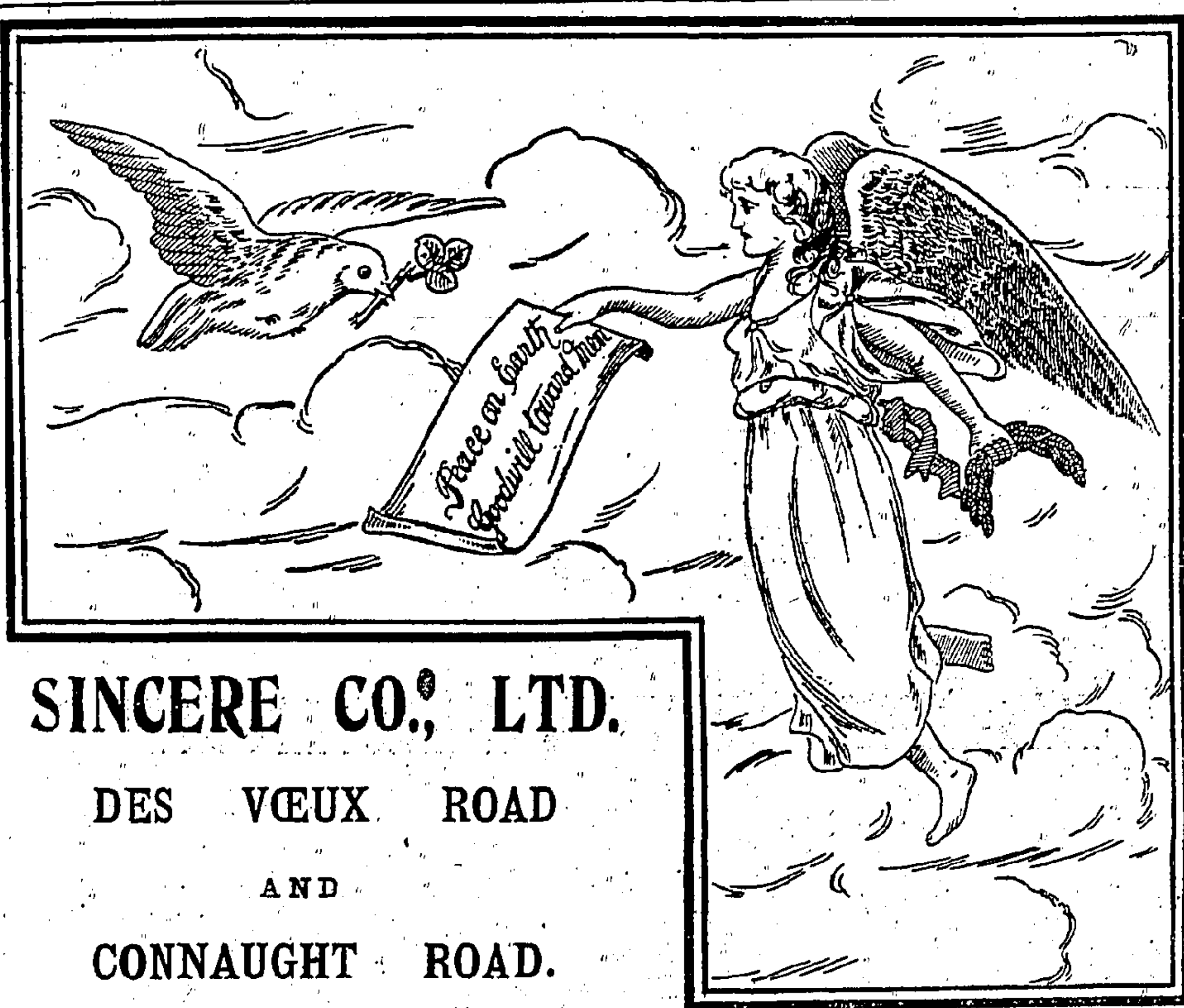
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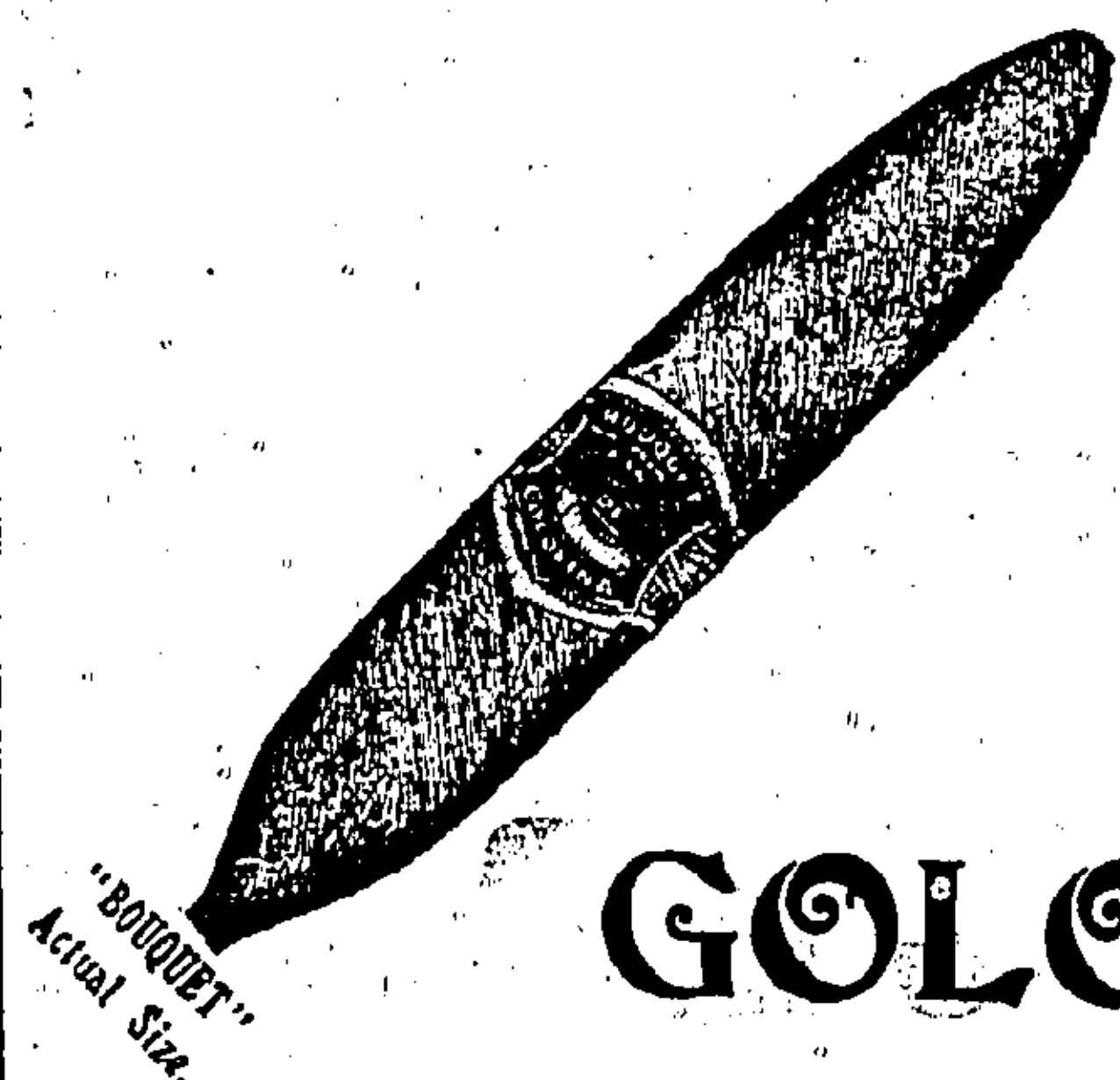
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